Numb. 52.

MERCATOR:

OR,

Commerce Retrieved,

BEING

CONSIDERATIONS on the State of the *Britiſh* Trade, &c.

From Saturday, September 19. to Tueſday, September 22. 1713.

The Oppoſers of the Treaty of Commerce would make light of the Value of our Shipping.
The true Weight of that Argument laid down.
The Landed-Intereſt concern'd in the Shipping.
An Eſſay at the infinite Number of Poor People Employ'd in Building and Fitting out One Ship.
This Article an effectual Proof of the Advantage of the French *Trade.*
But there are other Evidence of it, if this were not.

THE warmth, which the Oppoſers of the Treaty of Commerce diſcover in their Arguing on this Matter, makes them leſs fit to be ſpoken to by Reaſoning than might otherwiſe be; and the little Weight there has yet appeared in what they have ſaid, makes it perfectly needleſs.

We are told now, that they think it no Advantage to Britain to have our Manufactures carryed to France in our own Ships: The Argument Anſwers it ſelf, and without any Help ſufficiently expoſes the Authors of it.

The *MERCATOR* thinks the Dutch might inform them in this Matter, who are content with many Trades, in which the chief Gain is in the Employ of their Shipping.

Give but Great-Britain a Patent from Heaven, that there ſhall be no other Ships Employ'd in Europe but ours, we may agree to leave off Merchandizing, turn Carriers, and give up all the foreign Trade of the World.

The Navigation of Great-Britain, as the Caſe is now, and while we are allowed to have the greateſt Trade of any Nation in the World, is even now equal to One Third part of our Commerce.

The Influence, which One Ship has upon Trade, take it from the Stocks to the ſetting Sail, is hardly to be imagin'd, and with great Difficulty to be caſt up: Take a Sketch of it as follows.

The Merchant having reſolved to Build, agrees with the Shipwright; there's the Maſter-Builder, his Servants, hired Carpenters, Caulkers, Joyners, Carvers, Painters, Smiths, and ſeveral other Tradeſmen maintained in forming the bare Hulk before ſhe comes off of the Stocks.

The Landed-Intereſt comes in here for a ſupply of Materials, as Timber, and Plank, and Iron; and a great many of the poor Country Tenants get their Bread by Felling, Squaring, Barking, Sawing, Carrying by Land, or by Water, the ſaid Timber and Plank to the Builder, beſides the Horſes Employ'd, which are alſo in their Degree uſeful to the Publick Gain, as they Conſume the Produce of the Land.

When the Ship is to be Launched, and her Decks and upper Work perhaps not finiſhed, there is the Norway or Weſt-India Trade Employed to furniſh ſpruce Plank for her Decks, Maſts and Yards, and Deals, to compleat her for Uſe; as alſo Pitch, Tar, Oyl, Tallow, Rozin and Brimſtone for the Caulkers; for paying Graving, &c. Smiths-Work in abundance, and Iron for Ring-Bolts, Dead-Eyes, Nails, Plain-Bolts, Hinges, Chain-Plates, and a great variety of Iron-work, beſides Anchors at laſt, Iron-Guns, Shot &c.

When ſhe is to be Rigg'd, the Eaſt-Country Trade comes into the Account for Hemp, for Cordage, Cables, ſtanding and running Rigging; the Eaſt-India Trade is concern'd for Salt-petre, for Gun-powder: And this Paper would hardly contain the ſeveral kinds of poor Trades Employed by the Ship-Chandler, Compaſs and Inſtrument-Maker, Block-Maker, &c.

Our new Manufacturers come in for Sail-Cloth; the Boat-Builders Employ many of theſe over again to Build them a long Boat, a Pinnace, and a Sciff.

Being thus Rigg'd and Furniſh'd, ſhe muſt be Mann'd; and when the Seamen come on Board, the Slop-ſeller is the Hand, who ſupplies a Number both of Woollen and Linen Manufacture for the convenience of the Sailors, ſuch as Beds, Bedding, Watch-Coats, and all other kinds of Slops called Sea-Cloths.

The Strong-water-man furniſhes them with Stores for their Cheſt, ſuch as Cordial Water, Sugar, Rum, &c.

The Victualling the Veſſel is the laſt part, in which the Landed-Intereſt of the Nation is again concern'd; the Butcher, the Baker, and the Brewer being the Mediums by which the Produce of the Land (viz.) Corn and Cattel, are applyed to the Victualling the Ship; ſo that in what part of the World ſoever they are, the Men are all Fed upon our own Proviſions, Conſume our own Produce, and help to pay the Rent of our Lands.

That

Thus not a Ship goes to Sea, but by the help of thouſands of our People: No Manufacture in the Nation can equal it for the number of Poor, that are employed by it; nor is this once and there's an end, as is the caſe of other Manufactures, but when ſhe is Built and Employed, ſhe is a Milch Cow to the poor Tradeſmen, and is ſure every Voyage to pay her Tythe to them all over again: Wherever ſhe receives her Freight, ſhe is ſure to ſpend a great part of it among her firſt Godfathers.

Wapping and *Rotherhithe*, *Ratcliff* and *Limehouſe*, *Deptford* and *Blackwall*, feel the effect of this Truth: It is impoſſible they can argue againſt the extending our Commerce, whether to France or any where elſe, except they will extinguiſh their Reaſon, and put out the Eyes of their Intereſt, which are Lights People are ordinarily moſt apt to ſee by. The *MERCATOR* cannot ſay how far a Deluſion may ſpread, and what Influence the Prejudices of the preſent Times may have upon the Minds of Men; but he thinks the caſe here is ſo clear, that it muſt be very ſtrange, if theſe things can be denied.

To bring this home to the French Trade, the *MERCATOR* inſiſts, that in all the Accounts of the Ballance of the Trade between Great-Britain and France, the Shipping of which the French pay one part entirely and the Trade pays the whole, ought and muſt be eſteemed a Branch of Gain on the Britiſh ſide, equal not to the Value in Manufactures ſent, but to the Value of ſo many of our Manufactures, as ſo much Money would have been gain'd by, as was ſaid in two former *MERCATORS* at large, and to which the Reader is referr'd.

This, in ſpight of Clamour, were there no other Method for it, will be an effectual Proof of the Point, which has ſo much diſturbed the Oppoſers of the Treaty (viz.) That the French Trade was ever to the Advantage of England: But the *MERCATOR* believes it ſhall ſtill be proved that it was ſo, although this ſignificant part was not included.

Would all the Owners, Builders, and Tradeſmen concern'd in the Building and Fitting out Ships conſider the French Trade as employing directly or indirectly a thouſand Sail of Ships more than are employ'd already, they would ſee their Intereſt in the reſtoring and retrieving the French Commerce, and would require to be very well ſatisfied in what that Trade can be prejudicial to us in proportion to ſo much Advantage, before they gave their Suffrage againſt it as an injurious Trade to this Kingdom.

But this Trade is to be run down by Clamour, and People will have it be ſuppoſed to be a bad Trade for us, becauſe they will have it ſo; and they are come now from Arguing with, to Threatning thoſe, who differ from them. The *MERCATOR* hopes they do not expect thoſe Excreſcences of their Anger ſhould terrify the People into a Belief of any thing, which they may not be perſwaded to believe by Reaſon and Demonſtration; or ſhould terrify any one from making uſe of thoſe Reaſons and Demonſtrations to open their Eyes.

It is ſcarce credible, that a Trade, which finds Employment for five hundred or a thouſand Sail of Ships, can be a prejudicial Trade to Britain; that a Trade, which keeps alive our Fiſhery, and which has taken off 16000 Barrels of Herrings, Pilchards, and Salmon, in a Year from England only, ſometimes more, and as they ſay twice that Quantity in Herrings and Salmon from Scotland, all which employ our own Shipping to Catch and Cure, can be to our Prejudice. And that this Account may not ſeem extravagant, and be denied in the Lump, as moſt other things, which the *MERCATOR* ſays are, without regard to Truth or Decency, take the Account from the Cuſtom-houſe, as follows.

Fiſh Exported to France from Michaelmas 1687 to Michaelmas 1688.

	Port of London	Out-Ports.
Cod per Quintall	—— ——	560 Quint.
Cod per Tale	—— ——	62250
Herrings per Barrel	1068 Barrels	14085 Barrels
Salmon per Barrel	376 Barrels	—— ——
Ditto Scots	104 Barrels	—— ——

Add to this, what are uſually Ship'd from Scotland; and this muſt add to the Account of the French Trade in Ballance, all the Ships, Veſſels, Sea-men, &c. employ'd in the Taking and Curing thoſe Fiſh.

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